

(Received at London Office 23 OCT 1936)

No. 4092

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23 Sept 36 When handed in at Local Office 1936 Port of SHANGHAI
No. in Reg. Book 80978 Survey held at HONG KONG Date, First Survey 4 Sept Last Survey 15 Sept 1936
on the ~~WOOD~~ Steel Screw M.V. "NORA MAERSK" (No. of Visits 44)

TONNAGE:— Built at Odense By whom Odense Staalskibsvftved YEAR MONTH
GROSS 6271 Owners A/S D/S Svendborg og A/S D/S A P Moller When 1934 8
UNDER DEK. 5234 Managers at 1912 Owners' Address (if not already recorded in Appendix to Register Book)
NET 3889 Port belonging to Copenhagen

Surveyed Afloat or in Dry Dock? Both Name of Dock Hong Kong Dock Destined Voyage 1
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity tons; FPT tons; APT tons; MT feet tons. }

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 4081 Port Shanghai

Periodical Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Yes.

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor
REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage due to Fire, Flooding & Beaching, Zamboanga, P.I.
July 1936 (See Shanghai Report No. 4081 and Report 10 dated 24th August, 1936, and Certificate dated 12th August, 1936 Zamboanga. Also telegrams etc. relating case).

Now Done: Vessel surveyed afloat and in drydock at the works of The Hongkong & Whampoa Dock Company, Ltd., Hongkong, in company with Mr. H. Nielsen, Owners' Superintendent and Mr. J. Fabricius on behalf of Danish Underwriters. A complete specification of repairs and renewals necessary to place the vessel and her machinery in the same condition as she was before the damage occurred is attached hereto.
All parts were examined except the double bottom tanks and peak tanks internally. These tanks contained fuel oil and/or sea water. (see over)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	/	/	/	/	/	/	/	/
Removed and Faired or Repaired	/	/	/	/	/	/	/	/
Faired or Repaired in place	/	/	/	/	/	/	/	/

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vell). When put on, Month Year
Decks	State if Tanks now tested	Engine Room Skylights	Boats
bulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Stowings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Rigings & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Outside Plating	Rudder	Hatches	Equipment letter
Keelhooks	Steering gear and its connections	Planking of Wood Vessels	Anchors, No. of
Transoms	Windlass	Caulking	Cables (State if now ranged)
Decks	Have pumps now been examined and found efficient?	Treenails	" length (on board) size
Transverse Frames	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Longitudinals	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	Hawser & Warps
Decks	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Standing and Running Rigging
Decks		Ditto Ditto at other places	
Decks		Stringers, Clamps & Shelves	
Decks		Salting (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:—
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptND24, &c."

Although the vessel may become a Constructive Total Loss, I am of the opinion that the hull can be repaired should any purchaser require to recondition her to suit his own particular requirements. The machinery & electrical installation and all electric cables are, in my opinion, beyond repairs, except three or four small rotary pumps, refrigerating machinery, one auxiliary engine, & pipes & fittings below engine room platform. For full details of repairs required, and sighting of vessel see lists attached.

Survey Fee (per Section 29) £ 140-0-0 Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 29) £ 65-11-0 Received by me, 10-11-36
Travelling Expenses (if chargeable) £ 65-0-0
Subsistence see letter dated 23/9/36
Special Surveyor's Fee (if any) £ see letter dated 23/9/36

Committee's Minute Deferred Surveyor to Lloyd's Register of Shipping 20
Character Assigned Deferred TUE. 8 NOV 1936 See Wash Rpt.
Lloyd's Register Foundation

The hull damage proved to be much more extensive than it appeared at Zamboanga before all the cargo, dirt and debris was removed.

The damage to side plating and frames, Port & Starboard, extended from the bulwarks to the strake above the ~~between~~ ^{turn} of the bilge, and longitudinally, on the port side, from the middle of No.4 hold to the middle of No.1 hold. On the Starboard side from a point abreast the middle of the Engine Room casing to the middle of No.1 hold. Most of the plates within these limits were damaged, many being severely buckled, together with the frames, and the following is a summary of shell plates requiring to be dealt with :-

- To be renewed 117
- " " annealed, faired and refitted 21
- " " faired in place 3

All decks, beams & girders, transverse bulkheads and deep tank bulkheads between the limits of length described above suffered generally rather more than less by comparison with the shell. The engine room tank top beneath the main engines is set up.

Altogether, it is estimated that 1200 tons of new material is required and about 200 tons is capable of being put back after annealing and fairing.

Previous to docking, horizontal & vertical sights and straight edges were erected on the Shelter deck (described as Upper deck by other Surveyors and the Contractors) and records taken.

The vessel was drydocked on 9th September, 1936, and horizontal & vertical sights were erected along the keel. The condition of the vessel was found to be as follows:-

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					

Ship set up, from Frame Section 95 to Stem (No.1 Keel plate) 12 1/4" on Keel and 1.5/8" on Deck a Total of 14.3/8 inches. From Frame Section 133 to Stem (No.1 Keel plate) set 2 1/2" to Port side.

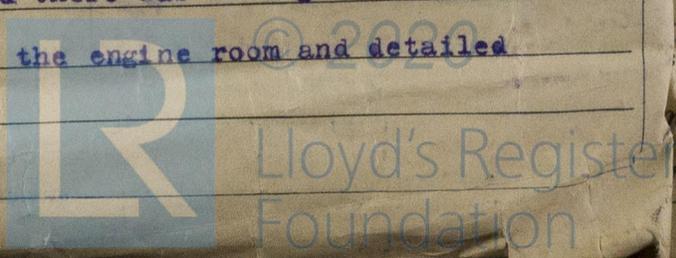
Twist registered was 3/8 of an inch at Port Side Forward.

A plumb bob suspended at stem & stem showed no twist.

The bottom plating appeared quite fair and there was no sign of damage to

Floors & intercostals, (except as seen from inside the engine room and detailed in the specification.

Q.P.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.